

areas of 500 square feet or less from accommodations and control stations shall be of "A-15" Class construction as defined by § 72.05-10 of Subchapter H (Passenger Vessels) of this chapter.

(2) The boundary bulkheads and decks separating general laboratory areas of over 500 square feet from accommodations and control stations shall be of "A-30" Class construction as defined by § 72.05-10 of Subchapter H (Passenger Vessels) of this chapter.

(d) Within the accommodation and service areas the following conditions shall apply:

(1) Corridor bulkheads in accommodation spaces shall be of the "A" or "B" Class intact from deck to deck. Stateroom doors in such bulkheads may have a louver in the lower half.

(2) Elevator, dumbwaiter, stairtower, and other trunks shall be of "A" Class construction.

(3) Bulkheads not already specified to be of "A" or "B" Class construction may be of "A", "B", or "C" Class construction.

(4) The integrity of any deck in way of a stairway, shall be maintained by means of "A" or "B" class bulkheads and doors at one level. The integrity of a stairtower shall be maintained by "A" class doors at every level. The door shall be of the self-closing type. Holdback hooks will not be permitted. However, magnetic holdbacks operated from the bridge or other suitable remote control positions are acceptable.

(5) Interior stairs, including stringers and treads, shall be of steel.

(6) Except for washrooms and toilet spaces, deck coverings within accommodation spaces shall be of an approved type. However, overlays for leveling or finishing purposes which do not meet the requirements for an approved deck covering may be used in thicknesses not exceeding three-eighths of an inch.

(7) Ceilings, linings, and insulation, including pipe and duct laggings, shall be approved incombustible materials.

(8) Any sheathing, furring, or holding pieces incidental to the securing of any bulkhead, ceiling, lining, or insulation shall be of approved incombustible materials.

(9) Bulkheads, linings, and ceiling may have a combustible veneer within

a room not to exceed two twenty-eighths of an inch in thickness. However, combustible veneers, trim, decorations, etc., shall not be used in corridors or hidden spaces. This is not intended to preclude the use of an approved interior finish or a reasonable number of coats of paint.

(e) Nitrocellulose or other highly flammable or noxious fume-producing paints or lacquers shall not be used.

(f) The provisions of paragraphs (d) (1) through (9) of this section apply to control spaces on vessels whose initial Application for Inspection is submitted to an Officer in Charge, Marine Inspection on or after June 15, 1987.

[CGFR 67-83, 33 FR 1125, Jan. 27, 1968, as amended by CGD 84-073, 52 FR 18364, May 15, 1987; 52 FR 22751, June 15, 1987]

#### **§ 190.07-90 Vessels contracted for prior to March 1, 1968.**

(a) Existing structure arrangements and materials previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original construction.

(b) Conversions, major alterations, new installations, and replacements shall comply with the applicable specifications and requirements in this subpart for new vessels.

### **Subpart 190.10—Means of Escape**

#### **§ 190.10-1 Application.**

(a) The provisions of this subpart, with the exception of § 190.10-90, shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.10-90.

(c) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this subpart.

#### **§ 190.10-5 Two means required.**

(a) There shall be at least two means of escape from all general areas where the crew or scientific personnel may be quartered or normally employed. At

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least one of these two means of escape shall be independent of watertight doors and hatches, except for quick acting watertight doors giving final access to weather decks.

### **§ 190.10-10 Location.**

(a) The two means of escape shall be as remote as practicable so as to minimize the possibility of one incident blocking both escapes.

### **§ 190.10-15 Vertical ladders not accepted.**

(a) Vertical ladders and deck scuttles shall not in general be considered satisfactory as one of the required means of escape. However, where it is demonstrated that the installation of a stairway would be impracticable, a vertical ladder may be used as the second means of escape.

### **§ 190.10-20 No means for locking doors.**

(a) No means shall be provided for locking door giving access to either of the two required means of escape except that crash doors or locking devices, capable of being easily forced in an emergency, may be employed provided a permanent and conspicuous notice to this effect is attached to both sides of the door. This paragraph shall not apply to outside doors to deck-houses where such doors are locked by key only and such key is under the control of one of the vessel's officers.

### **§ 190.10-25 Stairway size.**

(a) Stairways shall be of sufficient width having in mind the number of persons having access to such stairs for escape purposes.

(b) All interior stairways, other than those within the machinery spaces, shall have minimum width of 28 inches. The angle of inclination with the horizontal of such stairways shall not exceed 50°.

(c) Special consideration for relief may be given if it is shown to be unreasonable or impracticable to meet the requirements in this section.

### **§ 190.10-30 Dead end corridors.**

(a) Dead end corridors, or the equivalent, more than 40 feet in length shall not be permitted.

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### **§ 190.10-35 Public spaces.**

(a) In all cases, public spaces having a deck area of over 300 square feet shall have at least two exits. Where practicable, these exits shall give egress to different corridors, rooms, or spaces to minimize the possibility of one incident blocking both exits.

### **§ 190.10-40 Access to lifeboats.**

(a) The stairways, corridors, and doors shall be so arranged as to permit a ready and direct access to the various lifeboat and liferaft embarkation areas.

### **§ 190.10-45 Weather deck communications.**

(a) Vertical communication shall be provided between the various weather decks by means of permanent inclined ladders.

### **§ 190.10-90 Vessels contracted for prior to March 1, 1968.**

(a) Existing arrangements previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original design: *Provided*, That in no case will a greater departure from the standards of §§ 190.10-5 through 190.10-45 be permitted than presently exists. Nothing in this paragraph shall be construed as exempting any vessel from having two means of escape from all main compartments where persons on board may be quartered or normally employed.

## **Subpart 190.15—Ventilation**

### **§ 190.15-1 Application.**

(a) The provisions of this subpart, with the exception of § 190.15-90, shall apply to all vessels other than non-self-propelled vessels of less than 300 gross tons, contracted for on or after March 1, 1968.

(b) Vessels contracted for prior to March 1, 1968, shall meet the requirements of § 190.15-90.

(c) Non-self-propelled vessels of less than 300 gross tons shall not be subject to the provisions of this subpart.